

Amendments to the Claims:

Claim 1 (currently amended): A vehicle wheel bearing comprising:

- a) a vehicle-wheel-bearing non-rotatable section;
- b) a vehicle-wheel-bearing rotatable section rotatably attached to the non-rotatable section, wherein the rotatable section has a hole, and wherein the hole has internal threads; and
- c) a wheel stud including first and second portions, wherein the first portion has first external threads rigidly threadably attached to the internal threads of the hole of the rotatable section, and wherein the second portion has wheel-nut-engaging second external threads.

Claim 2 (original): The vehicle wheel bearing of claim 1, wherein the rotatable section is a wheel-bearing spindle, and wherein the non-rotatable section is a wheel-bearing hub.

Claim 3 (original): The vehicle wheel bearing of claim 1, wherein the rotatable section includes a flange, wherein the flange has the hole, wherein the hole is a through hole, wherein the flange has inboard and outboard sides, wherein the first portion of the wheel stud has a bolt head which is disposed inboard of the inboard side of the flange, and wherein the second external threads of the second portion of the wheel stud are disposed outboard of the outboard side of the flange.

Claim 4 (original): The vehicle wheel bearing of claim 3, wherein the first external threads are oppositely threaded with respect to the second external threads.

Claim 5 (original): The vehicle wheel bearing of claim 4, wherein the first external threads are left-hand external threads, and wherein the second external threads are right-hand external threads.

Claim 6 (original): The vehicle wheel bearing of claim 5, wherein the rotatable section is a wheel-bearing spindle, and wherein the non-rotatable section is a wheel-bearing hub.

Claim 7 (currently amended): A vehicle wheel bearing comprising:

- a) a vehicle-wheel-bearing non-rotatable hub;
- b) a vehicle-wheel-bearing rotatable spindle rotatably attached to the non-rotatable section, wherein the spindle includes a flange having a through hole and having inboard and outboard sides, and wherein the through hole has internal threads; and
- c) a wheel stud including first and second portions, wherein the first portion has first external threads rigidly threadably attached to the internal threads of the through hole of the flange of the spindle, wherein the second portion has wheel-nut-engaging second external threads, wherein the first portion of the wheel stud has a bolt head which is disposed inboard of the inboard side of the flange, wherein the second external threads of the second portion of the wheel stud are disposed outboard of the outboard side of the flange, wherein the first external threads are left-hand external threads, and wherein the second external threads are right-hand external threads.

Claim 8 (currently amended): A vehicle wheel bearing comprising:

- a) a vehicle-wheel-bearing rotatable section having a hole, wherein the hole has internal threads; and
- b) a wheel stud including first and second portions, wherein the first portion has first external threads rigidly threadably attached to the internal threads of the hole of the rotatable section, and wherein the second portion has wheel-nut-engaging second external threads.

Claim 9 (original): The vehicle wheel bearing of claim 8, wherein the rotatable section is a wheel-bearing spindle.

Claim 10 (original): The vehicle wheel bearing of claim 8, wherein the rotatable section includes a flange, wherein the flange has the hole, wherein the hole is a through hole, wherein the flange has inboard and outboard sides, wherein the first portion of the wheel stud has a bolt head which is disposed inboard of the inboard side of the flange, and wherein the second external threads of the second portion of the wheel stud are disposed outboard of the outboard side of the flange.

Claim 11 (original): The vehicle wheel bearing of claim 10, wherein the first external threads

are oppositely threaded with respect to the second external threads.

Claim 12 (original): The vehicle wheel bearing of claim 11, wherein the first external threads are left-hand external threads, and wherein the second external threads are right-hand external threads.

Claim 13 (original): The vehicle wheel bearing of claim 12, wherein the rotatable section is a wheel-bearing spindle.

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Claim 14 (currently amended): A vehicle wheel stud comprising a vehicle-wheel-stud body including a first portion having rigidly-wheel-bearing-engaging first external threads and including a second portion having wheel-nut-engaging second external threads.

Claim 15 (original): The vehicle wheel stud of claim 14, wherein the first external threads are oppositely threaded with respect to the second external threads.

Claim 16 (original): The vehicle wheel stud of claim 14, wherein the first portion has a first diameter at the first external threads, wherein the second portion has a second diameter at the second external threads, and wherein the first diameter is larger than the second diameter.

Claim 17 (original): The vehicle wheel stud of claim 16, wherein the first portion has a bolt head, wherein the first external threads are disposed between the bolt head and the second external threads, and wherein the bolt head has a portion having a diameter larger than the first diameter.

Claim 18 (original): The vehicle wheel stud of claim 17, wherein the first external threads are oppositely threaded with respect to the second external threads.

Claim 19 (original): The vehicle wheel stud of claim 18, wherein the first external threads are left-hand external threads, and wherein the second external threads are right-hand external

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threads.

20 Claim 20 (currently amended): A vehicle wheel stud comprising a vehicle-wheel-stud body including a first portion having rigidly-wheel-bearing-engaging first external threads and including a second portion having wheel-nut-engaging second external threads, wherein the first portion has a first diameter at the first external threads, wherein the second portion has a second diameter at the second external threads, wherein the first diameter is larger than the second diameter, wherein the first portion has a bolt head, wherein the first external threads are disposed between the bolt head and the second external threads, wherein the bolt head has a portion having a diameter larger than the first diameter, wherein the first external threads are left-hand external threads, and wherein the second external threads are right-hand external threads.
